



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
Winter 2015

<http://www.njbmwcca.org>

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NJ Chapter Banquet and Casino Night



Banquet/Casino Photos by Jerry Faber



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President's Column

By Jeff Caldwell

Hello friends! I was truly hoping by the time I sat down to write this column that the snow and ice would be melted and gone. Sadly, it's still with us and as I look at the forecast there appears to be more on the way. Winter is never a great time for us car nuts, especially in the northeast. The only thing we can do is look ahead to the impending warmth of spring and dream of the sun shining down on our freshly washed BMWs. Won't that be nice? My E34 is desperately in need of some TLC. Heck, I can't even manage to get through an automatic car wash with the lines being so long. Everyone seems to have the same idea. 'Tis the season I suppose, but I hope it ends soon. My car (and me) can't take much more!

Speaking of seasons I'd like to briefly talk about winter tires. I know spring is almost here, but I am curious how many of you use winter tires. Even if equipped with xDrive your car can perform better and be safer in cold, snow and icy conditions. Purpose-made winter tires are designed for cold asphalt temperatures, as well as to provide grip in all sorts of surface conditions. They work much better than an "all season" and we don't even dare mention summer tires in the same sentence! I realize it's somewhat of a nuisance (and an expense) to change wheels and tires at the end of fall and again in the spring, but trust me when I tell you it's worth it. The enhanced driving experience and confidence of winter tires is really something. I'm constantly amazed at how capable a rear wheel drive car can be with the proper equipment bolted up to the hubs. Just think what an all wheel drive car could do with the right winter setup. So, if you are not currently running a winter set of rubber, check with your dealer, independent shop, or TireRack for something that will fit your particular model. It's a great investment in safety and peace of mind.

All of this winter talk has me shivering, so let's shift gears (pun intended) and think about something more fun. We've got a lot of great events planned for you in 2015, including BMW CCA Oktoberfest being held right here in New Jersey. You'll be hearing a lot about Oktoberfest in the coming months as the Chapter continues planning to host eight hundred to a thousand BMW club members from all over the country. OFest truly is a massive undertaking, but it's an equally special event. If you only do one thing with the Chapter this year, I hope it's OFest. We really need volunteers too! You can help with all sorts of things, from registration to social events, track events and racing. If you are interested in donating your time for Oktoberfest, please contact me directly at: president@njbmwcca.org and I can put you in touch with the right folks. I thank you in advance for the assist, this is the biggest thing we've done as a Chapter since the last OFest we

hosted at Lime Rock Park back in the 80's. It's going to be huge and we want you to be a part of it!

In the more immediate future we have some pretty cool events planned. First is our March meeting at Unique Photo. Matt Sweetwood and his team at Unique have a great night planned for us on Thursday, March 26th. Like last year there will be a photo contest with some very nice prizes available. Following the contest we will be screening the movie ADRENALIN. The film chronicles the history of BMW touring car racing. I have heard nothing but awesome things about the movie and really look forward to watching it. What better way to experience it than with your fellow BMW car club members? Please refer to the Chapter website for details on signup for the event and information/rules for the photo contest. Don't miss out on this opportunity as we will not be showing the film again this year.

Moving in to April, we have the first high performance driver school of the season at New Jersey Motorsports Park on the 13th and 14th. This is a combined event with our yearly instructor training school and always proves to be a great time at the track. If high speed isn't your thing, then maybe you will be interested in visiting the BMW Vehicle Delivery Center on Saturday, April 18th. Thanks to the generosity of Flemington BMW and the folks at BMW NA we are able to bring back this extremely popular event again for 2015. Attendance is limited to one hundred guests, so please sign up well in advance of the date. You can find information for the VDC event including a link to sign up on the Chapter website.

May will be equally busy with a visit to our friends at Circle BMW in Eatontown, NJ (date TBA) and an autocross event at MetLife Stadium in Secaucus on the 17th. Once again, check the website and be on the lookout for periodic emails from the chapter highlighting upcoming events.

It is my sincere hope that you are as excited about the upcoming year as I am. We have an extremely dedicated group of volunteers working behind the scenes to bring it all together. It is with that thought that I leave you this time. Our club is able to function and thrive because of the contributions of its members. If you would like to get involved or would like to know more about how it all works, please feel free to contact me anytime. We hold Board meetings once a month in Somerville, NJ and they are open to any chapter member wishing to attend. Come on out and join us, we love to see new faces. Thanks and be well!

Quest for Autocross Site

We continue to search for an autocross site. If you think you know of a location please contact Elihu Savad our autocross Chairman.

If we're not able to find a suitable parking lot we may have to resort to using an open field on one of our member's farm. Seen here is a dry-run to test it out.

Testing results will be reported on April 1st.



Photo by EtechPhoto
www.facebook.com/etech.photos



Philes' Forum

By Vic Lucariello, Sr.

Hello, bimmerphiles! Well, here we find ourselves in March, with the start of the NJ Chapter driver-school season one month away, and with *Philes' Forum* entering its *twenty-ninth* year of publication [Outstanding - JF] in the *NJ Bulletin*. With 2015, the Bulletin is going to quarterly publication.

This time out I have yet another story concerning why you should not rely solely on your brake-pad-wear sensors to inform you when brake work is needed. I am hoping that if I harp on the subject long enough, I won't continue to see, on occasion, dangerously-worn brakes.

BMW has for decades been using brake-pad-wear sensors to alert the driver when the front- or rear-disc-brake pads are in need of replacement. Other manufacturers have this feature as well. Pad-wear sensors are typically mounted to a brake pad, and when the pad wears sufficiently for the sensor to contact the brake rotor, a warning is triggered. On more recent Bimmers, the pad-wear sensors and their associated electronics are actually sophisticated enough to estimate the number of miles until pad replacement is required, and illuminate an instrument-panel lamp when the pads are worn. One may view the estimated number of miles remaining until pad replacement via the CBS feature of the instrument panel. Recent Bimmers can even tell you whether front- or rear-brake-pad replacement is needed! The original BMW sensors merely caused the panel lamp to illuminate when the front or rear pads were nearly worn out. Of the eight brake pads fitted on your Bimmer, only two - one front and one rear - are fitted with wear sensors; and herein lies the problem.

I recently looked at the brakes on a 1995 325is [E36] with about 250,000 miles on the clock. The car is reasonably well maintained, I have been working on it for maybe 15 years, and thanks to BMW synthetic oil and Mobil 1, the M50 TU motor is in great shape and has never been apart other than a couple valve-cover-gasket replacements [sound of wood being knocked...]. Anyway, the driver reported that the brake-pad-warning lamp had "recently" come on, so we pulled the wheels to investigate.

Photos 1 and 2 reveal what we found. The left-front-inner brake pad, the one with the wear sensor, shown at the top of Photo #1,



Photo #1—Left-Front Brake Pads

was worn just enough to trigger the warning lamp. Well...perhaps a bit more than just enough to trigger the warning lamp; different drivers have different meanings of "recently". The right-front-inner brake pad, shown at the top of Photo #2, was worn to the backing plate and had been doing a pretty good lathe imitation on the rotor. We had a patently- unsafe condition here. Photos 3 and 4 are edge views of, respectively, the left-inner and right-inner brake pads, so you can see the dramatic difference in the amount of

friction material remaining. In Photo #3, the wear sensor is the thingie on the upper left with the wire coming off it.



Photo #2—Right-Front Brake Pads

What causes severely uneven brake-pad wear? I'm glad you asked. When, as in this case, both the inner and outer brake pads of a caliper are worn significantly more than those on its companion caliper, it is an indication of a sticking caliper piston, a restricted brake hose, or an ABS problem. In the extreme case, the wheel can lock up, ruin the rotor and possibly the wheel bearing, and render the car immobile until things cool off.



Photo #3—Left-Front Inner Pad

Tapered brake-pad wear, which this Bimmer also exhibited to some extent, is associated with worn and/or deteriorated caliper slides, which cause the caliper to assume a "cocked" position with respect to the rotor. The wear sensor will usually NOT detect tapered pad wear.



Photo #4—Right-Front Inner Pad

The take-away here is that you should not rely on your brake-pad warning to advise you when your brakes need work. Periodic visual inspections are necessary. Admittedly, MOST of the time, the brake-pad warning, which is set to come on at a conservative wear level, suffices. BUT, the older your Bimmer is, and the less frequent your brake-fluid changes are, the more you need to rely on visual

(Continued on Page 6)

Oktoberfest 2015 - Volunteers

By Larry Engel, Oktoberfest Chairman

Oktoberfest 2015 is this September from the 21st through the 27th; the host hotel is the historic Seaview Resort in Galloway Township, across the bay from Atlantic City.

We are very excited to be the host Chapter for O'Fest 2015 and we plan to make it a wonderful, memorable event for everyone. We are asking for volunteers to help make this happen.

A mailbox has been set up for O'Fest communications: ofestchair@njbmwcca.org, and I'd like each of you who can help in any way to let me know. (The Driver School group will be looking for Driver School instructors and tech crew separately.) I'll be

assembling a database of willing volunteers in several categories, from general hosts and hostesses to autocross credential checkers and paddock traffic cops

Please send me an email letting me know you want to help out, and include any specific areas of interest or expertise. Also let me know if there are any days you can't work. It would be great if you could make the subject "Ofest Volunteer" so I'm sure to see it. I don't know exactly when we'll start getting things together, but figure on late winter or early spring.

New Jersey BMW CCA Banquet and Casino Night

We held our annual banquet at the elegant Madison Hotel Conservatory on Saturday, February 28. About 80 members and guests attended and it was a great night.

Following a delicious buffet, Jeff Caldwell, our president, shared the upcoming events for 2015. Larry Engel then gave us a rundown of Oktoberfest 2015; this will be an exciting time.

The casino tables were opened and were jammed with smiling players. Professional dealers coached the players on winning strategies. We even had a \$10,000 winner (simulated winnings, of course).

After members wore out the casino tables, all eyes were on the raffle. There was a buzz as suspense grew for the grand prize. This was a carbon fiber BMW bicycle donated by JMK BMW. This was won by Dan. Congratulations to all winners.

We thank our sponsors who provided exciting door prizes and merchandise handouts.

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New Jersey BMW CCA Board Meeting Minutes

January 7, 2015

Board members present: Jeff Caldwell, Ron Gemeinhardt, Jeff White, Neil Gambony, Marc Goeller, Ross Karlin, Jerry Faber, Bob Isbitski, Vic Lucariello, Jr., Dave Allaway. Board members absent: John Gyorfy, Colin Vozeh. Others present: Paul Ngai, Doug Feigel, Larry Engel, Brian Morgan, Stan Mayer, Jamie Kavalieros, Al Drugos, Mark Mallory, Vic Lucariello, Sr.

Jeff Caldwell called the meeting to order at 7:30 PM at Alfonso's in Somerville. Ron Gemeinhardt motioned to accept the November minutes as distributed and Neil Gambony seconded (carried unanimously). Vic Lucariello, Jr. motioned to appoint Colin Vozeh as Web Master, Jerry Faber as Newsletter Editor, Jeff White as Driver School Chair, and Ross Karlin as Race Chair. Marc Goeller seconded (carried unanimously). Jeff Caldwell motioned to appoint Jeff White and Ross Karlin as 2015 Board Members-at-Large. Marc Goeller seconded (carried unanimously).

Oktoberfest

Larry Engel reported that everything driving event-related at O'Fest will be run through Jeff White. Mark Mallory will be the autocross chair for O'Fest. The formal application has been submitted for Bader Field. Larry has been in contact with the facility manager and the mayor's office to follow-up. Sharon Caldwell will be the volunteer coordinator. During O'Fest, Larry will be primarily at Seaview and Jeff will be primarily at NJMP. A large presence is anticipated by BMW NA, Turner Motorsports and BimmerWorld. We will be meeting with DelVal representatives on January 17th. O'Fest registration will open the end of April. Jeff reported that 800 to 1,000 registrants are anticipated. Dave suggested that we update the website masthead, calendar and forums to highlight O'Fest 2015, and Larry will work with Colin on this. Jeff thanked Larry for all the work he has done so far.

President

Jeff reported on the passing of club member Phil Eiseman. Jeff noted that 20-30 club racers attended the funeral on Monday. Phil was very involved in the Central Bucks Family YMCA and the Michener Art Museum. Jeff Caldwell motioned for the NJ Chapter to make a \$250 charity donation in Phil's memory, and Ross Karlin seconded (carried unanimously). Jeff and Ron Gemeinhardt will work out the details. Jeff noted that we will now have a quarterly newsletter starting in March. Jeff recapped the financial rationale, which is about a \$25,000 annual improvement in our finances. The quarterly mailed newsletter will be supplemented with enhanced electronic communication. The standard e-mail blast will be used in January, with richer content planned for future months. Jeff Caldwell asked board members to think about succession plans for their positions.

Vice-President

Marc Goeller reported on tentative upcoming meetings, including Turner Motorsport as a possibility for February, probably at a dealership, Unique Photo proposed for March, April at the BMW Vehicle Distribution Center (VDC) tentatively sponsored by Flemington BMW, May at a dealership to be determined (possibly Circle BMW). Marc will contact BMW NA regarding a possible June meeting. Doug Feigel will contact Paul Miller BMW, Open Road BMW, Princeton BMW and Park Avenue BMW.

Treasurer

Ron Gemeinhardt distributed the current financials. December included \$1,700 in advertising income from Turner Motorsport, bringing our net loss to \$639, not including

our planned Westlake donation. Due to the uncertainty of the exact amount of the matching contribution from National, determination of the Westlake donation was deferred to the February meeting.

Secretary

Dave Allaway reported that the full slate of 2015 board nominations, all of which were uncontested, was approved by acclamation at the December membership meeting.

Social Events

It was reported that John Gyorfy has been working with Colin on getting the banquet registration online.

Newsletter

Jerry Faber noted a March 1st deadline for newsletter content. Jerry requested a write-up on the banquet, which was delegated to John.

Driving Events

Neil Gambony noted that the Whack Your Turkey Rally was successfully run by Jon Trudel and Ron Gemeinhardt. Neil thanked Elihu Savad for providing the track for the Pinewood Derby. Neil will have the trophies available for the banquet.

Driver Schools

Jeff White reported that our 2015 events calendar is up on our website and on MotorsportReg. The club race school has been moved from the June event to O'Fest. The Shenandoah driver school has been moved to October. There will be no separate Intro school in 2015, but there will be a one-day Intro event as part of the O'Fest driver school. The Driver School Committee will meet on February 8th. Ross reported that nine chapter representatives will attend the North Atlantic Region driving events meeting in Albany this Saturday. Ross is working on an Instructor Workshop at the Newark Airport Marriott, and would like to invite attendees to the chapter banquet which is the same weekend. Jeff White announced that Vic Lucariello, Sr. will be stepping down as Chief of Tech after 28 years. Jeff and the board thanked Vic for his service to the chapter and for setting the standard for the entire BMW CCA.

Autocross

Elihu Savad reported via e-mail that he is still waiting for requested information about Ericsson Corp. in Piscataway and Monmouth Park as autocross sites. He has confirmed May 17th at the NJ Convention and Expo Center, which also has Father's Day (June 21st) available. Mark Mallory noted that we need to gain approval for the South Plainfield site. Elihu has submitted our NJ State Police Racing License application, which will be processed after February 1st when our new insurance contract is active. Mark noted that we will need the new autocross equipment in time to thoroughly test it prior to O'Fest. It was reported that a TireRack Street Survival (TSS) school is tentatively planned for O'Fest. Larry will work on a TSS date for Campgaw and communicate to Ross.

New Business

The next board meeting was set for Wednesday, February 11th at Alfonso's in Somerville. Ross Karlin motioned to adjourn at 9:07 PM and Jeff White seconded (carried unanimously).

Respectfully submitted, Dave Allaway, Secretary

Finish Lines

By Thom Rossi

You get older. You collect a few scars and broken body parts along the way. But you learn a little bit here and there; it's the universe's way of compensating you for time served. Most of what you learn falls into the category of "useless knowledge." In fact, I like to refer to racing as: "the accumulation of useless knowledge." But every once in a while, some lesson you've learned way back in time will come into play just when you need it most.

This December, after a year of dealing with relentless shoulder pain, I gave up on the pretense that my invincible body would heal itself and decided to have my rotator cuff repaired. Which left me with a six-week period of having one arm in a sling, unable to yield a tool or do anything in my garage. That in turn left me free to focus on the house - I can convince myself to work on it if I think of it as a giant racecar that doesn't move. Trouble is, I couldn't work on that either, so I called in some professional help. Job 1 was to fix a broken stove igniter.

In the best of times, I don't like to mess with anything that has propane running through it. That, plus my convalescing state and painkiller added mind convinced me to call in the appliance repairman. We didn't get off to a great start. The tiny screws holding the burner in place were rusted and possibly seized. Immediately, the repairman declared that the stove was likely to be un-fixable and requested that I sign a release absolving him of responsibility if the burner broke while he worked on it. Really? I did so, but only after remarking that I was glad my car mechanic didn't take the same philosophy. (Can you imagine? This lug nut is frozen - I need you to sign a release that it's not my problem if the car falls off the lift while I remove it.) The guy asked me if I wanted him to try or just leave. That's when it hit me: these guys get \$70 just for coming out for an initial look. I believe they make most of their money by declaring appliances to be un-fixable and going on to the next house with an unfixable appliance to collect another \$70. Good work if you can get it but you're not getting it from me. I patiently introduced him to the miracle of penetrating oil, and watched him like a hawk. The screws were ruined, but they did come out. I was then told that the screws could not be replaced because they are no longer available. Sigh. A trip to the hardware store, and \$1.75 later, I had 3 replacement 2mm machine screws. In the end, after two trips to the house and with \$180 billed, the \$10.50 igniter was replaced and the stove was working. Well: sort of. The next day Mrs. R. claimed she could smell propane near the stove: reminding me of an early life lesson - always fix things yourself if you possibly can. And another lesson, too. When I was younger, I might have ignored Mrs. R.'s claim because despite my best efforts I couldn't smell a darned thing.

My old brain remembered, though, that long ago future-Mrs. R. and I worked together at a grocery store in Connecticut. We decided we were going to take a driving and camping vacation together through New England and Nova Scotia in my '72 Cuda. On the appointed day, and pretty much the appointed hour (though probably a little bit late), I showed up to her apartment with the

car all cleaned up, freshly fueled, and ready to pack her stuff into what little space was available in the trunk and back seat. I'd say we got about 2 miles down the road before future-Mrs. R. claimed she could smell raw gas in the cabin. I couldn't smell a thing. She wanted to turn around and get the car checked out. No way! It had taken us all year to save up enough vacation time to take this trip together. And I had (unbeknownst to future-Mrs. R.) almost blown it already the day before when, in a moment of inattentive driving, I put a wheel off the road while I was screwing around with my 8-track. Oh yeah, it was the 70's, probably a Led Zeppelin tape! That little error cost me every penny of reserve cash I had to replace a tire and wheel, so fixing the car was also a budgetary impossibility and I wasn't about to miss the chance to spend a free-wheelin', high-flyin', rockin-n-rollin' week with the girl of my dreams: driving with the wind, camping with the bugs, taking advantage of the mid-fall weather of August in Canada. Especially since at that time I was the only one who knew she was future-Mrs. R. I needed to take that week to impress her with my manly driving and camping skills so she could also come to view herself as future-Mrs. R. Impressing future-Mrs. R. was no easy thing to accomplish, mind you.

We got to the very farthest point of our trip, St. John's, New Brunswick, Canada, when the smell of raw gas could no longer be dismissed with platitudes like "it always smells that way right after I fill it up." On that night, we had camped in what seemed to be an abandoned zoological grounds - I really knew how to impress a girl, you see. In the morning, a telltale puddle of gasoline revealed the truth: the diaphragm in the mechanical fuel pump could pump no more. A taxi ride to an auto parts store, some creative use of a barely adequate emergency tool kit, plus a few extra hours spent doing the repair whilst wriggling around in the dirt under the car as it swayed on its bumper jack, and we were on the way with a brand new fuel pump and no more gas smell in the cabin. Was future-Mrs. R. impressed or even amused? I believe she reserved judgment.

This time, when she smelled propane, I knew better than to dismiss it even though I couldn't smell it. With one hand literally tied, while Mrs. R. watched over me with a healthy degree of skepticism, I took the stove apart enough to squirt some soapy water on the propane-fitting leading to the recently repaired burner, found the leak, tightened it up, and presto-whammo, no more propane smell. Fixed it like it was a racecar!

I then turned to Mrs. R. for a smile and one-armed hug. I couldn't help but remind her of the last time she smelled gas and point out that I had learned to listen to her. I guess I was seeking what? Vindication? Validation? A chance to finally be the hero I wanted to be all those years ago: the one who wished to impress her when she still didn't know she was future-Mrs. R.? She smiled back and said, "It only took you 40 years." But she punctuated it with a kiss, and that pretty much made her verdict worth the wait.

Philes' Forum (Continued)

inspections. Your twice-a-year change to summer or winter tires is a great opportunity to inspect your brakes.

I would very much like to receive a copy of your NJMVC vehicle-inspection report. You can either email a scan of your report (preferred), or simply email the test data. (Include your name, too, if you want to be famous and be mentioned in *Philes' Forum*!) There is no need to send in reports of "passed" OBD II inspections (This is where they simply scan your car for fault codes.), as these reports contain no useful information. However, for failed OBD II tests and for passed or failed OBD I tailpipe tests, there is good info for my database. Please include both the test results for each pollutant along with your exact model and year, transmission type, and mileage. If you know at what mileages your oxygen sensors and spark plugs were last replaced, include that as well. For OBDII

failures, please include the trouble codes. Please indicate what, if any, modifications have been made to your motor (aftermarket "chip" or software, intake, exhaust, etc.). You can obtain copies of passed OBD I tailpipe tests from the NJMVC website.

That's all for now, bimmerphiles. Next time out we will talk about your forlorn, lonely parking brake.

Anyone wishing to contribute to *Philes' Forum* can contact me at vic.sr@njbmwcca.org. I'm interested in tech tips, repair / maintenance questions, repair horror stories, emissions-inspection sagas, product evaluations, etc.

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Initial Ramblings

By JT Burkard

Out with the old, in with the slightly not that old

So today it happened. 4 years of luxurious use and comfort has gone away. It was a trip to a dealer auction that turned into a 4-year love affair that eventually had to end. It started with a used old gal that needed someone to turn her into a princess again. I accepted that challenge with a nod of my head. Countless money and time and she became a lady again, not quite a princess as she's still a little wrinkled but not as disheveled. I'm not talking about some uptown heiress turned homeless woman, I'm referring to my 1996 740iL.

The road to the sale was a long one. A couple months ago I half-assed listing the car for sale to raise a little extra capital for a business venture I am looking into. I didn't push selling it because I loved my E38 but a few weeks ago I gave it another whirl, this time with the real intention of selling. I did the same with our boat. Even though I do this for a living, when it's my own personal vehicles, I grow attached. It becomes harder to sell them but sometimes, that day is inevitable.

Trying to get a qualified buyer was the first hurdle. If you've ever tried selling a car on Craigslist, you understand the pain. Once you get past teenagers trying to exchange old Playstations, X-Boxes, Atari 2600's and a rusted BMX bicycle, then you have the section of "buyers" who are waiting for money from a lawsuit, tax return, borrow from family, loan sharks, or impending bank robberies. They want to come and see the car, test drive it and negotiate, even though they can't afford a pack of gum. Then you have the scammer who sends a message "still for sale?" which I reply yes, and they get into a long drawn out story how they are on an oil barge or ship or some other BS story and they will send a driver after they send you a bogus check and just wire the extra money to their shipping company. Not a chance. Your money disappears into the abyss into some Nigerian internet thief's hands or perhaps someone taking residence at the Principality of Sealand for the purpose of ripping people off - Google that for some fun.

Next hurdle is the "buyer" who emails a low-ball offer without ever talking to me, emailing questions, or knowing anything else about the car except for the small amount of info listed in my ad. Those are just price shoppers and I just delete the emails without ever responding. In my experience 100% of those people will never actually buy the car, just web shopping. Probably for those who are in the previous category of tire kickers.

Finally you get the small number of real buyers. Those with money or a qualified trade. People who will actually send an email with

some cognitive skill, an actual name and a phone number, and a good handle of language. Even better, an actual phone call! How 1990's of them. I had offers of an E46, an E30 iX, an E21 (which was a very tempting possibility), then something that piqued my interest enough because the buyer was local. The vehicle offered for trade? An E36 Convertible. In Schwarz (Black) with Leder Soft (Beige) Interior, 111,000 miles, and decent condition, at least by what the pictures showed.

The buyer/trader stopped by my dealership on Tuesday to show me his car. It was bitterly cold so I had to make the inspection quick. The paint was nice, the interior was good, convertible sound. All seemed well. Since I didn't have mine, we scheduled the next day for test drives. Wednesday I drive the E38 into work. The battery was weak and barely taking a charge so I called Advanced Auto Parts to see if I can exchange the one I had purchased 4 years prior for a new one since it was prorated after 36 months and up to 84 months. They no longer prorate their batteries! Even though it clearly states that on the receipt, they won't honor it. That was very unfortunate but that's a complaint for another article. I bit the bullet and bought the new battery so I was ready to go.

My buyer shows up, we take a couple test drives. First my E38 then his E36. We tour Bricktown to get the feel of each other's cars. He seemed impressed with the way the M62 just had smooth power and the 7 had a fantastic ride quality. His car was less luxurious but the handling was much sportier yet still comfortable to use daily. Upon arriving back at my shop, we do the exchange. I've never had an E36 and even though the weather has been less than ideal for top down driving. Spring is coming and what better way to welcome the warm weather than with topless cruising... The car, not me. Trust me no one wants to see that.

I'm a full 24 hours into the transaction but I think I made a good decision. I am not sure if I will be keeping the E36 or placing it up for sale for the initial purpose of business capital. I have to do a couple repairs to it first like the blower motor and front-end work. Once those are taken care and drive it a little bit I will make my final decision. Time will only tell. As for the Principality of Sealand I hear for only £29.99 you can become a Lord, Lady, Baron or Baroness.

Lord JT, savior of BMW's has a nice ring to it.

JT Burkard

jtburkard.blogspot.com

Send comments and suggestions to jtburkard@comcast.net



Registration is Open for 2015 Driving Events

By Jeff White

We are happy to announce that registration is open for all 2015 NJ BMW CCA driver schools and BMW CCA Club Racing events. Go to:

<http://njbmwcca.motorsportreg.com>

2015 will be an exciting year with 4 of our traditional events and the thrill of Oktoberfest. Our events and venues for this year are:

- April 13-14 (M-T): NJMP Thunderbolt: [Driver School and Instructor Training School](#)
- June 1-2 (M-T): Thunderbolt: [Driver School](#) and [Club Race](#) to benefit Westlake School
- July 25-26 (S-S): Summit Point Main: Geoff Atkinson Memorial [Driver School](#) and [Club Race](#)
- Oct 10-11 (S-S): Summit Point- [Shenandoah: Driver school](#)

Full event descriptions, pricing and links to registration are listed on the chapter website but let me give a brief introduction here. We start the year with a combined driver school and instructor training school at New Jersey Motorsports Park on the Thunderbolt circuit. We have 2 student run groups for this event and then a run group for the instructor training school. It is the first event of the season and the perfect way to shake off the winter blues and get back into the swing of driving. If you were a first-time student at our October event last year, we have a \$50 promotion for you for this event.

In June we have our combined driver school and club race to benefit the Westlake School. The BimmerWorld Club Racing school that has been held during this event will now be held during O'Fest. The extra track time means we will either have a third student run group or a second racer run group, depending on registrations. As is our tradition we will again feature the Monday evening banquet and benefit auction at the Officer's Club. Our sponsors always provide terrific door prizes and auction items so come on down for a great event.

In July we have the Second Annual Geoff Atkinson Memorial driver school and club race at Summit Point on the Main Circuit. Last year's event was a huge success and we anticipate an equally large turnout this year. This event will have three student run groups plus

usual track time for the racers and we will have our traditional Saturday night barbeque at the track. We take a break in NJ Chapter activities for Ofest in September (see below) and then finish the season back at Summit Point on the Shenandoah circuit in October. Attendance at Shenandoah increases every year because it is the only NJ event where every student has time on the skid pad on both days and because of the unique camaraderie and driving challenges this event provides. Note our Introduction to the Track event will not be held in 2015. However, if you were planning to attend this event, do not despair because the special run group for "first-timers" will be offered as part of O'Fest.

For our April and June events at Thunderbolt we are offering the option of renting a garage space in the mid-paddock Event Garage and the VIP garages under the suites (June only). You can now keep your gear clean and dry while your car stays out of the sun between runs. If you want one of these garages, be sure to register early - they are strictly on a "first-come-first-served" basis. The net proceeds from these rentals will supplement the chapter's donation to The Westlake School.

With respect to O'Fest, there will be four days of driver school and club racing activities from Sep. 24-27. We will be using both tracks at NJMP to give attendees several options for participating. Registration is handled through the BMW CCA national office and is anticipated to open sometime in April. We will provide additional details as they become known to us. Look for announcements on the chapter website and in the monthly email blasts. Again, if you wish to volunteer to help with O'fest activities please send an email to Larry Engel at ofestchair@njbmwcca.org. We will need plenty of help.

We have several promotions this year that mirror those of 2014. They are now posted on the [NJ chapter website](#).

It is hard to believe that our first event is less than 2 months away but warmer weather is coming and soon all this terrible white stuff covering the ground will be nothing more than a bad memory. All but one of our events sold out last year so be sure to register early. This will be a season to remember.

We'll see you at the track.

Autocross

By Elihu Savad

Good news autocrossers. Our first autocross of the season will be May 17th at the NJ Convention and Expo Center in Raritan Center. We're looking forward to the warm weather.

Due to a lack of available event sites this year, we have made arrangements with MotorSports North East (MSNE) and will share an event date with them.

The joint event with MSNE will take place on June 14th at MetLife stadium. We will be attendees at their event and will have our own assigned run groups. The fee is \$55. They project about 8 runs in three separate run groups.

They will do timing and scoring, but the results will be fitted into our own classes for the NJ Chapter Championship Series results. This will be a points event so you won't want to miss it.

The courses at MetLife stadium are longer and faster than our usual layouts, so third gear is a possibility! Make sure your brakes are up to snuff.

We may be arranging additional combined events with MSNE; stay tuned.

LATE NEWS: We may have an April date-check our website.

Pinewood Derby Decides Championship

By Neil Gambony

The Pinewood Derby, one of the events in the Club Championship series, decided the champion for 2014. Alex Fadeev and Mark Mallory were close in points coming into the Pinewood Derby with Ed Hansen having an outside shot at being champion had Alex and Mark not participated. This was not to be Ed's night.

The Pinewood Derby was held at the Deutscher Club on December 9th in conjunction with the election of Club officers for 2015. Since the slate of officers was uncontested, the real excitement was the Pinewood, as we affectionately call it.

The Pinewood has traditionally been a family affair and this one was no different. Alex Fadeev was in attendance with his family, wife Irene, children Richard and Michelle while Club Racer Dave Hellman was present with his son Kai.

The surprises for the evening were Irene Fadeev winning the Pinewood and Elihu Savad finishing second. With his second place finish, Elihu was able to gain third in the Championship series, surpassing Ed Hansen who ended up in fourth place.

Congratulations go to Alex Fadeev who was able to finish ahead of Mark Mallory thus securing his place as the Club Champion for his second year in row.

We thank Elihu Savad who has been supplying the track that we have been using for many years, Jackie Mallory who managed the timing and scoring, and Doug Feigel for the use of his scale to handle the technical portion of the event.

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NJ CHAPTER CALENDAR

March 2015

Thursday, 26th @ 7:00pm

Meeting at Unique Photo in Fairfield, NJ. Showing of the movie Adrenaline: The BMW Touring Car Story, photo contest and more surprises! See our website for details, including the web address where you will be able to register and upload your contest photo.

April 2015

Saturday, 18th

Tour of the BMW Vehicle Distribution Center. This is a very popular event where you can see first hand what activities go into ensuring that BMW Cars (including MINI and Rolls Royce!) are ready for delivery. Must sign up at MotorsportReg; limited to 100 members. See link on our website for details.

May 2015

Date TBD

Monthly meeting at Circle BMW in Eatontown, NJ. See our website for details as May approaches.

June 2015

Date TBD

Meeting at BMW NA. This is early reporting, so check our website for details as June approaches.

Welcome New Members

Clinton Ancker
Stephen Aponte
Terry Bannon
Anthony Cardoso
Robert Celano
Peter Cole
Donald Cronin
Stan Danzig
Michael Gadaleta
Andrew Gonter
Rita Harris
Hilary Hulbrock
Eugene Ing
Amanda Jones
Ira Krulik
Ted Kulp
Marcel Lissinna

Sean McKean
Eric Olsen
Robert Remesi
Robert Schmidt
Christopher Soldano
Richard Solomon
Paul Summers
Alexander Truncale
Adam Urbanczyk
Richard Williams

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Chief Tech Advisor Vic Lucariello
Chief Instructor Barry Stevens
barrystevens@njbmwcca.org
Registrar Jamie Kavalieros
jimkavo@optonline.net
Member Neil Gambony
Member Warren Brown
Member Blake Smith
Member Bob Isbitski

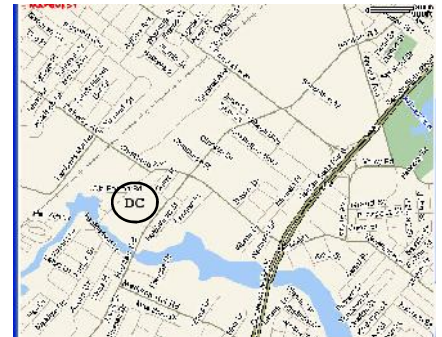
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Scrub David McIntyre
2nd Assistant Scrub Gary Bossert
3rd Assistant Scrub Justin DaSilva

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Brent Jerolomic autox@bjerols.com
Chris Graf frafff1@gmail.com
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MEMBERSHIP MEETING INFORMATION

The New Jersey Chapter's monthly membership meetings begin at 8pm and are usually held on the third Wednesday of the month at the Deutscher Club of Clark. However, special topics often result in a different date and/or location. Please check the calendar of upcoming events (or the Club's website).

MEMBERSHIP INFORMATION

Annual BMW CCA and New Jersey Chapter dues: \$48.00. New Jersey Chapter Dues and Bulletin Subscription ("dual citizenship" for primary members of other chapters): \$15.30. All membership applications, renewals, and address changes can be done via the BMW CCA National website: www.bmwcca.org or can be sent to:

BMW CCA National Office, 640 South Main Street, Suite 201, Greenville, SC 29601
800-878-9292 (Mastercard or Visa)

Please do not send applications, renewals, and address changes to the newsletter, the PO Box or any of the club's officers; contact the National office. Members of other BMW CCA local chapters may additionally join the New Jersey Chapter. Contact the National BMW CCA office for details.

NJ Chapter Banquet and Casino Night

Photos by Jerry Faber



Raffle winner: Dan (L)



Championship Series
1st place Alex Fadeev (not present)
2nd place Mark Mallory and 3rd place Elihu Savad
Jeff Caldwell presenter



Rick and Gabby



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